

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-10. (Canceled).

11. (Currently Amended) ~~A collision predicting apparatus comprising:~~ A vehicle that includes a plurality of different occupant protection devices, comprising:

a subject target detector portion that detects a plurality of subject targets which exist in a course of ~~the own~~ the vehicle and which have a possibility of colliding with ~~the own~~ the vehicle;

a relative quantity detector portion that detects a relative quantity between the ~~own~~ the vehicle and each of the subject targets detected by the subject target detector portion;

a collision time calculator portion that predicts and calculates a collision time of each of the subject targets ~~preceeding until~~ a collision with ~~the own~~ the vehicle, by using the relative quantity between ~~the own~~ the vehicle and each of the subject targets detected by the relative quantity detector portion;

a collision subject target selector portion that selects a collision subject target having a high possibility of colliding with ~~the own~~ the vehicle based on at least the collision time of each of the subject targets calculated by the collision time calculator ~~portion;~~ and portion;

~~a collision predictor portion that predicts a collision between the collision subject target selected by the collision subject target selector portion and the own vehicle, by using the collision time of the collision subject target;~~ an occupant protection device selector portion that selects an occupant protection device to be actuated among the plurality of occupant protection devices, based on the collision time of the collision subject target selected by the collision subject target selector portion, using a state flag setting map that

stores in advance state flags that indicate actuation of the occupant protection devices in correspondence with the collision time of the collision subject target until the collision with the vehicle, and for setting the state flag for the selected occupant protection device; and
a control portion that controls actuation of the selected occupant protection device, based on the set state flag.

12. (Currently Amended) The ~~collision predicting apparatus~~ vehicle according to claim 11, wherein the collision subject target selector portion selects, as the collision subject target, a subject target that has a shortest collision time among the collision times of the plurality of subject targets calculated by the collision time calculator portion.

13. (Canceled).

14. (Currently Amended) The ~~collision predicting apparatus~~ vehicle according to claim 11, wherein the collision subject target selector portion selects the collision subject target based on the collision time ~~and predetermined information that is used by the subject target detector portion to detect a subject target time, and information that indicates whether the subject target detector portion continues to detect the subject targets.~~

15-16. (Canceled).

17. (Currently Amended) The ~~collision predicting apparatus~~ vehicle according to claim 11, further comprising ~~collision~~ a collision time corrector portion that corrects the collision time predicted and calculated by the collision time calculator portion using a predetermined relative quantity among the relative quantities detected by the relative quantity detector portion.

18. (Currently Amended) The ~~collision predicting apparatus~~ vehicle according to claim 17, wherein the collision time corrector portion corrects the collision time by setting the collision time at a predetermined maximum value if it is determined that the predetermined relative quantity used is greater than a pre-set value.

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19. (Currently Amended) ~~The collision-predicting apparatus-vehicle~~ according to claim 18, wherein the predetermined relative quantity used by the collision time corrector portion is a quantity of offset of the subject target from a center line of ~~the own-the~~ vehicle which extends in a direction that coincides with a traveling direction of ~~the own-the~~ vehicle.

20. (Canceled).

21. (Currently Amended) A ~~collision-predicting method~~ for controlling a vehicle that includes a plurality of different occupant protection devices comprising the steps of:

detecting a plurality of subject targets that exist in a course of ~~the own-the~~ vehicle and that have a possibility of colliding with the ~~own-vehicle~~;

detecting a relative quantity between ~~the own-the~~ vehicle and each of the subject targets detected;

predicting and calculating a collision time of each of the subject targets preceding a collision with ~~the own-the~~ vehicle, by using the relative quantity between ~~the own-the~~ vehicle and each of the subject targets detected;

selecting a collision subject target having a high possibility of colliding with ~~the own-the~~ vehicle based on at least the collision time of each of the subject targets ~~calculated; and~~ calculated;

selecting an occupant protection device to be actuated among the plurality of occupant protection devices, based on the collision time of the collision subject target selected, using a state flag setting map that stores in advance state flags that indicate actuation of the occupant protection devices in correspondence with the collision time of the collision subject target until the collision with the vehicle, and setting the state flag for the selected occupant protection device; and

controlling actuation of the selected occupant protection device, based on the set state flag.

~~predicting a collision between the collision subject target selected and the own vehicle, by using the collision time of the collision subject target.~~

22. (Currently Amended) The ~~collision predicting method~~ according to claim 21, wherein a subject target that has a shortest collision time among the collision times calculated with regard to the subject targets is selected as the collision subject target.

23. (Canceled).

24. (Currently Amended) The ~~collision predicting method~~ according to claim 21, wherein the collision subject target is selected based on the collision time and ~~predetermined information that is used to detect a subject target time, and information that indicates whether the detecting the subject targets is continued.~~

25-26. (Canceled).

27. (Currently Amended) The ~~collision predicting method~~ according to claim 21, further comprising the step of correcting the collision time predicted and calculated by using a predetermined relative quantity among the relative quantities detected.

28. (Currently Amended) The ~~collision predicting method~~ according to claim 27, wherein the collision time is corrected by setting the collision time at a predetermined maximum value if it is determined that the predetermined relative quantity used is greater than a pre-set quantity.

29. (Currently Amended) The ~~collision predicting method~~ according to claim 28, wherein the predetermined relative quantity is a quantity of offset of the subject target from a center line of ~~the own the~~ vehicle which extends in a direction that coincides with a traveling direction of ~~the own the~~ vehicle.

30. (Canceled).

31. (New) A vehicle that includes a plurality of different occupant protection devices, comprising:

subject target detection means for detecting a plurality of subject targets that exist in a course of the vehicle and that have a possibility of colliding with the vehicle;

relative quantity detection means for detecting a relative quantity between the vehicle and each of the subject targets detected by the subject target detection means;

collision time calculation means for predicting and calculating a collision time of each of the subject targets until a collision with the vehicle, by using the relative quantity between the vehicle and each of the subject targets detected by the relative quantity detection means;

collision subject target selection means for selecting a collision subject target having a high possibility of colliding with the vehicle based on at least the collision time of each of the subject targets calculated by the collision time calculation means;

occupant protection device selection means for selecting an occupant protection device to be actuated among the plurality of occupant protection devices, based on the collision time of the collision subject target selected by the collision subject target selection means, using a state flag setting map that stores in advance state flags that indicate actuation of the occupant protection devices in correspondence with the collision time of the collision subject target until the collision with the vehicle, and for setting the state flag for the selected occupant protection device; and

control means for controlling actuation of the selected occupant protection device, based on the set state flag.